





# Today's Advertisements.

**AN EVENING CONCERT**  
will be given  
THIS EVENING,  
(FRIDAY), the 29th December, 1899,  
in  
THE BUNGALOW, KOWLOON.  
(Kindly lent for the occasion by the Hon.  
C. P. CHATER, C.M.G.)

**THE "MISSUS AND KIDS" FUND.**  
Under the Patronage of  
Colonel RETALICK and Officers of the  
HONGKONG REGIMENT.

Colonel RETALICK, H.K.R., in the Chair.  
By kind Permission of Colonel RETALICK  
and Officers of the Hongkong Regiment,  
the Band will play Selections  
during the Evening.

Tickets, \$1 each.  
Concert to commence at 9 P.M.

Tickets may be obtained from the Members  
of the Committee—Mr. Aitken, Rev. C. Bone,  
Messrs. Cumpston, Farr, Jack, Rev. Johnston,  
Longworth, Main, McKenzie, Musket, Reid,  
Richie, Sayer, Skerchly, Smart, Stockwood,  
Dr. Swan and Mr. Wilks; and from the Offices  
of the Hongkong Telegraph and China Mail,  
Hongkong, 29th December, 1899.

**THEATRE ROYAL,  
CITY HALL.**

ON  
TUESDAY, the 2nd January, 1900.  
**GRAND CONCERT.**

UNDER the Distinguished Patronage of  
His Excellency  
SIR HENRY A. BLAKE, G.C.M.G.

**TOURNEE OF STAR  
(OPERATIC AND COMEDY VOCALIST  
COMPANY).**  
Part of the Profits will be handed to the  
TRANSVAAL FUND.

PRICES AS USUAL.

Reserved Seats may be booked at the  
ROBINSON PIANO CO.  
Hongkong, 29th December, 1899. [1621a]

**HONGKONG RIFLE ASSOCIATION.  
HANDICAP SWEEPSTAKES.**

**TO-MORROW (SATURDAY),** the 30th  
instant, at 2.45 P.M.,  
Ranges—200, 500 and 600 yards.  
1st Prize, 50%; 2nd 30%; 3rd 20%.  
Entrance—50.  
**MOWBRAY S. NORTHCOLE,**  
Hon. Secretary.

Hongkong, 29th December, 1899. [15]

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

FOR SWATOV.  
The Company's Steamship  
"THALES,"  
Captain Passmore, will be despatched for the  
above Port, on SUNDAY, the 31st instant,  
at Daylight.

For Freight or Passage, apply to  
**DOUGLAS LARRAIK & Co.,**  
General Managers.  
Hongkong, 29th December, 1899. [1620a]

**THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.**

FOR MANILA.  
The Company's New Steamship  
"DIAMANTE,"  
Captain R. W. Almond, will be despatched for  
the above port, on WEDNESDAY, the 3rd  
January, 1900, at 5 P.M.

The attention of Passengers is directed to  
the excellent accommodation provided by this  
steamer. She is fitted throughout with Electric  
Light.

For Freight or Passage, apply to  
**SHEWAN, TOMES & Co.,**  
General Managers.  
Hongkong, 29th December, 1899. [1610a]

**CHINA NAVIGATION COMPANY,  
LIMITED.**

FOR MANILA.  
The Company's Steamship  
"SUNGKIANG,"  
Captain Moore, will be despatched as above  
on WEDNESDAY, the 3rd January.

The attention of Passengers is directed to  
the Superior Accommodation offered by this  
steamer. The Vessel is fitted throughout with  
Electric Light.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 29th December, 1899. [1617a]

**OCEAN STEAMSHIP COMPANY.**

FOR LONDON VIA SUEZ CANAL.  
The Company's Steamship  
"MENELAUS,"  
Captain Towell, will be despatched as above  
on TUESDAY, the 6th February.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 29th December, 1899. [1618a]

**IMPERIAL GERMAN MAIL LINE.**

NOTICE TO CONSIGNEES.

S.S. "KARLSRUHE,"  
of the NORDEUTSCHER LLOYD.

The above named Steamer having arrived,  
Consignees of Cargo are hereby informed  
that their Goods, with the exception of Opium,  
Treasure and Valuables, are being landed and  
stored at their risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, whence delivery  
may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon,  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 5th January, will be  
subject to rent.

All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on THURSDAY, the 4th January,  
and MONDAY, the 8th January, at 9.30 A.M.

All Claims must reach us before the 11th  
January, or they will not be recognized.

Bill of Lading will be countersigned by the  
Undersigned.

**NORDEUTSCHER LLOYD.**  
**MELCHERS & Co.,**  
Agents.  
Hongkong, 29th December, 1899. [1619a]

## Intimation.

**A. S. WATSON & Co.,  
LIMITED.**

GOODS  
FOR THE

**FESTIVE SEASON.**

A VARIED COLLECTION OF  
ARTICLES SUITABLE  
FOR PRESENTS.

**CUT GLASS BOTTLES.**

MEERSCHAUM PIPES, CIGAR AND  
CIGARRETTE HOLDERS,  
POUCHES, &c.  
SMOKERS' SUNDRIES OF ALL  
KINDS.

PERFUMES IN ELEGANT CASES.

THE PUREST AND BEST  
**CONFECTIONERY.**

WINES AND SPIRITS.  
SCOTCH WHISKIES, IRISH WHISKIES,  
AMERICAN WHISKIES, BRANDIES,  
PORTS, SHERRIES, CLARETS,  
LIQUEURS, CHAMPAGNES,  
&c., &c.  
OF THE FINEST QUALITY.

**CHRISTMAS**

AND  
**NEW YEAR CARDS.**

**A. S. WATSON & Co.,  
LIMITED,**  
THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

**MARRIAGE.**  
On the 18th December, at St. George's Church,  
Penang, by the Rev. W. H. C. Dunkerley, M.A.,  
Colonial Chaplain, ALEXANDER CECIL LAW,  
son of the late Rev. R. S. Law, Drumcarra, Co.  
Dublin, to KATHARINE HENRIETTA,  
second daughter of Mr. and Mrs. David Brown,  
Glugor, Penang.

**DEATH.**  
Suddenly, at Penang, on the 21st December,  
BERTHE, the beloved wife of A. Clouet.

**The Hongkong Telegraph**

HONGKONG, FRIDAY, DECEMBER 29, 1899.

**REUTER'S TELEGRAMS.**

**THE WAR.**

**Modder River.**  
LONDON, December 27th.  
Communication between Modder River  
and De Aar, (a distance of seventy miles)  
with the Marconi telegraph, is perfect.

Reuter's Correspondent at Modder River,  
21st instant, says that intermittent shelling  
by both sides took place on the 21st. The  
Boer shells fell short.

**Cape Colony.**  
The Times Correspondent at Sterkstroom  
states that it is not loyalty, but fear, which  
prevents a general rising of the Dutch. The  
British reverses encouraged many waverers  
to join the Boers, but the numbers are  
exaggerated, and the Transvaalers and Free  
Staters are bitterly disappointed at the small  
number of Colonials who are joining them.

**Natal.**  
The Boer positions at Colenso were again  
shelled with Lyddite on the 21st instant.

**LATER.**

**Capetown.**  
An official from Capetown 26th instant  
says that the position is unchanged.

General Methuen reports that the enemy's  
force has increased and is engaged in  
entrenching 3½ miles from our outlying  
pickets.

General Gatacre is trying to re-open com-  
munication with the Indwe Collieries.

**Re-inforcements.**  
Lord Kitchener has embarked at Gibraltar  
in the *Dunottar Castle*. The embarkation  
of the sixth division will be completed next  
Monday and the mobilization of the seventh  
division will be completed on Saturday.

The New South Wales battery sails on  
Saturday.

**The Queen and the Guards' Families.**  
The Queen has entertained at Windsor  
the wives and families of the Guards now in  
South Africa.

**Lord Roberts' Staff.**  
Lord Stanley joins Lord Roberts' staff.

**WEATHER REPORT.**  
The Observatory report says—  
On the 29th at 11.50 a.m. the barometer has  
fallen rapidly in the North. A depression, which  
passed over the E. coast of China during the  
night, is now moving Eastwards towards W.  
Japan. Pressure is probably increasing quickly  
over the interior of China, and the monsoon is  
likely to freshen considerably in the Formosa  
Channel and N. part of the China Sea. FOG-  
CAST—N. winds, freshening; fully cooler.

## LOCAL AND GENERAL.

The Postmaster General's gallery of uncoloured  
portraits, on exhibition outside the Post Office,  
is rapidly growing, and forms quite an attrac-  
tion to the general public.

The tin and tin ore exported from Selangor,  
this year, up to the end of last month, reached  
over 303,386 piculs, valued at \$16,555,286, the  
duty on which amounted to \$2,291,148.

The Spanish transport *Leon XIII.*, 2,950 tons,  
arrived at Singapore from Manila on the 23rd  
inst. bound for Barcelona. There were 1,648  
soldiers, 160 officers, and 7 civilians on board.

It is interesting to note, says the *Straits Times* of 22nd instant, that five nations were  
represented by warships in harbour this morn-  
ing—Britain, America, Germany, Italy, and  
Denmark.

A FRESH regulation has been issued in  
Federated Malaya restricting the acquisition of  
land by public officers. This regulation is not  
binding to the same extent on officers who are  
natives of the Colony or the Native States.

The first call to arms to reach Selangor from  
the British Government comes in the form of a  
telegram to Mr. Fenning, of Jugra Estate, to  
once proceed home to join his Militia regiment.  
Mr. McCausland is only seconded and may  
also be called back, if the situation becomes  
worse.

Thus an editorial note in the *Straits Times*  
of 22nd instant—

The Sub-Editor has as a heading to the  
telegram to-day "The Wily Boer Dammed the  
Tugela River." It may be assumed that many  
persons other than the wily Boer "dammed"  
the Tugela River!

The Band of the Hongkong Regiment will  
play at the Hongkong Hotel, to-morrow (Sat-  
urday) evening, from 8 p.m. to 9.30 p.m.—

**PROGRAMME.**  
1. March—"Britannia Rule of the Ocean."—Hindley.  
2. "Alma's Song."—Hindley.  
3. "The British Grenadiers."—Hindley.  
4. Selection—Reminiscence of Sullivan—Gouldrey.  
5. Gavotte—"Weinische Liebe"—Hindley.  
6. Polka—"Les Amoureux"—Gouldrey.  
"God save the Queen."

Mr. W. Biddell, a well-known Suffolk gentle-  
man, has forwarded a cheque for £100 to Bury  
St. Edmunds Hospital, explaining that for the  
last twelve years he has travelled third-class on  
the railway, and the cheque represented the  
difference in that period between first-class  
fares, which he had hitherto paid, and those for  
third-class.

The Annual Meeting of the St. Peter's Sea-  
men's Church and Mission will be held in the  
Kowloon Institute, this evening, Decem-  
ber 29th, when an account of the work of  
the year will be presented. The chair will be  
taken by the Right Reverend the Bishop  
of Victoria at 7.30. Addresses will be delivered  
by the Bishop, the Rev. Francis Flynn, R.N.,  
and others.

The Post Office will be closed at 11.30 a.m. on  
Monday, 1st January, (New Year's Day). On  
Tuesday, the 2nd, the Post Office will be closed  
except from 8 to 9 a.m. Correspondence for  
local delivery may be posted up to 11.30 a.m.  
on Monday and up to 9 a.m. on Tuesday. One  
delivery only will be sent out on each day. The  
Night Box will be left open. The Money Order  
Office will be entirely closed on both days.

LAST night the second of the performances to  
be given by Miss Miranda and Little Lilly  
took place in St. Andrew's Hall. There were  
quite a large number of persons present and  
great interest was taken in the living pictures  
show by the cinematograph. The third and  
last performance is advertised for Saturday next  
when we should advise our readers, who have  
not already done so, to avail themselves of the  
opportunity of seeing these wonderful instru-  
ments, the xelophone and cinematograph, at  
work. We can assure them, in the words  
usually used by the chairman in announcing an  
eminent artist that "they will be highly amused."

TO-MORROW afternoon on the Happy Valley,  
in aid of the South African Fund, a Football  
match under Association rules will be played  
between teams representing Civilian and the  
Army and Navy. Kick-off at four o'clock. Both  
teams are strong and a brilliant and arduous  
struggle for supremacy is expected. The re-  
presentatives of the Civilian are—

F. H. Kew, goal; H. W. Looker and Lapsley,  
backs; A. Ritchie, G. Wilson and W. H.  
Howard, halves; D. Duncan, J. F. Noble, D.  
Smith, J. A. Ross and J. D. Danby, forwards.

The Army and Navy team is composed of—  
J. Donald, R.N., goal; Corp. Thornhill, R.E.  
and Corp. Spencer, R.M.L.I., backs; Private  
Basil, R.W.F., halves; Bombardier Frost R.A.  
Sergt. Barlow, R.A.M.C., Private Davison,  
R.W.F., Private, R.W.F., and Lieut. Green,  
R.A. forwards—

Referee—Mr. W. G. Mayson.

**AT THE MAGISTRACY.**

This morning at the Magistracy, Mr. Com-  
pertz had to arbitrate on a fine point of law.  
A Chinaman charged a Chinese woman with  
coming to his house and stealing a pig. His  
cook gave evidence that the woman had come to  
the house in the absence of his master and had  
taken away the pig, alleging that it was in pay-  
ment of a debt which, he said, was \$5. Another  
witness saw the pig being offered for sale in  
Shekwan. The complainant admitted having  
owed the defendant \$5 for the last six months;  
defendant admitted having taken the pig but  
alleged that complainant owed her \$15 besides  
not yet having paid for the pig, which he had  
bought from her when young. Case dismissed.

Yesterday the adjourned enquiry into the  
circumstances attending the death of a Chinaman,  
who was shot by Private Evans R.W.F., was  
concluded at the Magistracy. It will be re-  
membered that Private Evans was set upon by  
the villagers when executing an opium  
warrant and in self-defence used his revolver.  
The verdict was, therefore, "justifiable homi-  
cide."

## LEGISLATIVE COUNCIL.

### THE PIERS ORDINANCE.

The further consideration of this Ordinance  
came before the Council at their yesterday's  
sitting.

The Hon. Acting Attorney General, in pro-  
posing the second reading said, as the objects  
and reasons of the Bill were attached to the  
circumstances. This special form of the Bill  
was the result of a good deal of discussion  
between the Government and the Pier Owners.  
Independently of this Bill the Pier Owners  
were liable to have their leases terminated by  
a three months' notice, they were there-  
fore anxious that they should obtain some  
fixed tenure; this Bill allowed the granting  
of leases to Owners of Piers and Wharves  
for a period of 50 years at the rate

for that period mentioned in the schedule,  
subject to revision at the end of 25 years, if  
thought desirable. A Committee appointed  
by the Pier Owners accepted the principle of  
the Bill, and the hon. gentleman had taken  
a great deal of trouble in its drafting. In his  
opinion the compromise arrived at, increased  
length of time of tenure for Pier Owners with  
increased rent, which he did not think was  
excessive, was fair and equitable to both. He  
believed it was on this understanding that the  
Committee agreed to accept the increased  
rentals in the schedule.

The Hon. Colonial Secretary in seconding,  
said that the question of compensation for re-  
moval of piers had been referred to the Secretary  
of State for the Colonies, and his answer was  
that though he was not willing to abandon any  
rights possessed by the Crown, he was willing  
to consider each individual case on its merits.

The Hon. E. R. Bellios, in opposition to the  
second reading of the Bill, said that on com-  
paring this Bill with the one that was before  
the Council in the middle of the year, he found  
the Kowloon Wharf and Godown Company  
were exempted from the operation of this Bill,  
and he was sure that if the cases of other  
wharves were brought before His Excellency's  
notice they would also be exempted from the  
proposed increased dues. The hon. gentle-  
man then proceeded to give reasons against  
the Bill, which he signified as so inadvisable  
that it needed but little comment. The extra  
taxation was now to be imposed long after  
the Pier Owners had entered into agreements  
and leases with landed proprietors on the Tsim  
shui frontages, some of these leases were for  
21 years, and after they had expended large  
sums of money on the construction of the  
wharves, some of which had cost as much as  
\$100,000, money spent without the least expec-  
tation of receiving interest on the capital sunk.  
These structures, being fixtures and vastly  
used by the public, it was an impossibility for  
their owners to remove them, so to now tax  
them was tantamount to permitting a man to  
build a costly house on Crown land and then  
to come and demand for six or eight times  
the rent which he had expected to pay for the  
site, in fact, taking him unawares, and preying  
upon his helplessness. The onus of the tax  
would fall on the shareholders of the steamboat  
companies who, in proportion to the remainder  
of the community were only a very small part.  
The Opium Farmer benefited by these piers  
and wharves as they afforded him facilities for  
searching for smuggled opium and the hon.  
gentleman knew for a fact that when the late  
Governor, Sir William Robinson tried to per-  
suade the then Opium Farmer to relinquish  
his right of search the Farmer was only willing  
to do so on a reduction being made on his  
payment for the monopoly; this showed that  
the Colony benefited from the wharves. The  
Public also benefited by having their food-  
stuffs landed in a proper manner; imagine the  
food-stuffs being discharged helter-skelter  
into sampans while the steamer was lying  
in mid-stream, which she would have to do  
if there were no wharves to go alongside of;  
besides the piers were a great con-  
venience in stormy weather. The amount  
raised by the increased rental would not repay  
the uneasiness of mind and delay caused to  
housekeepers by such a state of things. Even  
assuming that the steamers did no good to the  
Colony, they brought grist to the mill in the  
shape of passengers en route to different parts  
of the world, these people stayed days or  
weeks here and so helped to swell the Colonial  
Exchequer. The Chinese Government re-  
cognised the benefits to be derived from river  
steamers and in Canton allowed them certain  
privileges which were denied to occupying  
steamers, but here in Hongkong, where the  
special trade was supposed to thrive, it was now  
proposed to mulct them with heavy wharf-dues,  
instead of being privileged, or subsidised by  
the State, as river-steamers are in Tonquin.  
He trusted he had shown His Excellency that  
it was inadvisable to levy this increased tax on  
piers and wharves as they were a great con-  
venience and comfort to the public generally.

The Hon. Acting Attorney General, in re-  
plying to the hon. gentleman, said that the  
Bill was not intended to deprive the owners of  
their property, but to give them a right of re-  
demption, and he was sure that the hon. gen-  
tleman, who was a member of the Committee  
and who bore Mr. Arnold's signature, for this  
reason he could not support the hon.  
gentleman in the views he had expressed, as  
the Pier Owners had already gone so thoroughly  
into the subject.

His Excellency the Governor—Does the hon-  
ourable member wish the amendment to be put?

The Hon. E. R. Bellios—Yes, sir.

The amendment was then put and lost.

His Excellency the Governor—With regard  
to what the Hon. Mr. Chater has said, I see no  
reason why I should not read you the Secre-  
tary of State's answer on this question of com-  
pensation, because I think the Pier Owners need  
not be afraid. This was my despatch which I  
sent in September—

"Sir—I have the honour to submit for your  
decision the following point which has arisen  
in connection with the rights of this Govern-  
ment over the piers and wharves erected on  
Crown land and within the waters of this  
Colony.

"2—Before the passing of Ordinance 15 of  
1889 there were no laws on the subject of piers  
and wharves, though the construction of some  
had been sanctioned by Special Ordinance (18  
and 19 of 1884).

"3—In March 1888 it was brought to the  
notice of the Government that the rents which  
were being paid by pier owners or lessees for  
the encroachment upon the Crown foreshore  
or over the bed of the harbour were much too  
low and out of all proportion to the value of  
the piers. The question was considered in  
Executive Council and it was decided that  
under Section 68 of Ordinance 15 of 1899 as  
amended by Ordinance 25 of 1891 a revised  
schedule should be drawn up comprising in-  
creased rates and a new form of agreement.

"4—Owing to the representations of the  
pier owners which were supported by the Hon-  
ourable Chamber of Commerce, it was considered  
advisable whilst raising the rents to reduce the  
rates fixed in the revised schedule.

"5—The representatives of the wharf and  
pier owners, whilst expressing themselves will-  
ing to pay the increased rents fixed in the  
revised schedule as amended rent, urge that  
compensation should be paid to the owner of  
any pier, the removal of which is required on  
public grounds.

"6—I have consulted the Acting Attorney-  
General on the question of compensation who  
advises that though the right of removal with-  
out compensation undoubtedly exists under the  
agreement between the Government and owners  
of piers, a copy of which is attached, the Gov-  
ernment has never exercised that right hitherto,  
and probably would never do so, as such a  
course would be inequitable, however legally  
justifiable, and, further, he points out that in  
the case of the removal of piers under the  
Praya Reclamation Ordinance 16 of 1889, com-  
pensation was paid, which seems to create a  
precedent.

"7—Some of the piers at present erected  
and some proposed to be erected are expensive  
structures, and it is pointed out that the right  
to remove them without compensation destroys  
their value as security, should it be necessary  
to utilize them for that purpose.

"I endeavoured to define the expression  
"Public purposes" but found it impossible to  
do so in a manner satisfactory to the owners.  
I do not see any purpose for which we  
should require to remove a pier, save Praya  
Reclamation, which is already provided for.

"8—I concur in the opinion of the Acting  
Attorney-General, but as the right of the Crown  
unquestionably exists to demand removal of  
piers without awarding any compensation, I do  
not consider myself entitled to surrender this  
right without definite authority to do so. I  
have, therefore, the honour to request that you  
will favour me with an early decision on this  
matter and that, in view of the desirability of  
collecting the increased rents as soon as possible,  
you will convey to me your reply by telegraph."

I got a telegram in reply, but this is the  
despatch—

"Sir—I have the honour to acknowledge  
the receipt of your despatch No. 257 of the 8th  
ultimo, submitting for my decision the question  
of surrendering the legal right of the Crown  
to demand the removal of piers and wharves  
erected on Crown land within the waters of  
Hongkong, without awarding any compensation  
to the owners.

"2—I consider that it would not be ad-  
visable to surrender the right, which I am advised  
Government undoubtedly possess under the  
existing law, of demanding the removal of these  
structures without giving compensation, but it  
should not be rigorously insisted on under all  
circumstances, and each case as it arises should  
be judged on its merits.

"4—I have already informed you to the  
above effect in my telegram of the 13th inst.  
and, although the right is there, I do not  
think any government would ever dream of  
removing an expensive pier for public purposes  
without giving compensation."

The Harbour Master—The hon. mem-  
ber mentions the privileges conferred upon  
the Colony by the wharves and piers, but he  
has not mentioned the privilege granted to

Canton and Macao Company, who are only  
charged one-third light dues when the boats  
come in at night and nothing when they come  
in during the day.

The Hon. E. R. Bellios—I have also men-  
tioned that at Tonkin the river steamers are  
exempt from all dues and are subsidised.  
The Colonial Treasurer (jocularly)—I think  
theaters are subsidised there too.

His Excellency the Governor—Do you wish  
this to be put—that the rents be reduced by  
one-half?

The Hon. E. R. Bellios—Yes.  
His Excellency the Governor—This has been  
before the Piers Committee. The prices in the  
present schedule are one-half as much as the  
prices in the original schedule.

The Hon. E. R. Bellios—I have only just  
heard that Mr. Arnold was chairman of that  
committee.

His Excellency the Governor—Oh no, he was  
not chairman. He was one of the members.

The Hon. E. R. Bellios—He had no authori-  
ty from the Board to act as such.

The Hon. C. P. Chater said he had had a  
good deal to do with the Bill since it had  
originally come forward 12 months ago. Before  
General Black left the Colony an order or regu-  
lation was passed imposing a tariff double that  
proposed by the Bill, and an advertisement was  
inserted in the *Gazette* saying it would come  
into force almost immediately. He had ap-  
peared against it and it was then decided to  
leave the matter in abeyance until His Ex-  
cellency's arrival. His Excellency had taken it  
up almost immediately on his arrival and the  
subject had been thrashed out since that date  
to this. Twelve months ago the Pier Owners  
had called a meeting of people interested in piers  
and Mr. Herbert Smith, of the China Naviga-  
tion Company was appointed Chairman of the  
committee. After going into the subject very  
thoroughly they submitted their views to him  
to present to the Government, which he did.  
After some negotiations the present tariff was  
arrived at by this Committee. The one point  
which was held over and caused the delay, was the compensa-  
tion clause, the members arguing that it  
would be a great hardship, if, after expending  
large sums on the erection of piers and wharves,  
the owners were obliged to remove them with-  
out receiving compensation. Their views and  
those held by the Government were submitted  
to the Secretary of the State, hence the delay.  
The reply was submitted to the hon. gentle-  
man and he in his turn submitted it to the  
Committee. Mr. Arnold was a member of the  
Committee and took a prominent part in it.  
The minutes of the Committee were forwarded  
to His Excellency or the Colonial Secretary  
and they bore Mr. Arnold's signature. For  
this reason he could not support the hon.  
gentleman in the views he had expressed, as  
the Pier Owners had already gone so thoroughly  
into the subject.

His Excellency the Governor—Does the hon-  
ourable member wish the amendment to be put?

The Hon. E. R. Bellios







## Intimations.

PHOTOGRAPHIC  
PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,  
&c., &c., &c.

Coast Port Orders Executed.

ACHES & CO.,  
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. [1239a]

## "CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-

THE VICTORIA DISPENSARY,  
HONGKONG.

[247a]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOIDAL PILES, and  
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.  
Sold retail by all Chemists and Wholesale

by

THE PETER SYS COMPANY,  
(Proprietors and Sole Manufacturers),  
9, Old China Street,  
Shanghai.

12th October, 1898.

[1242]

**SOCIÉTÉ ANONYME DE TRAVAUX  
DYLE ET BACALAN**  
Capital: £ 300,000  
Head Office: 18, Avenue Matignon, Paris

WORKS IN EUROPE:  
at Bordeaux (BACALAN), France  
at Louvain (DYLE), Belgium

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Hoists  
and Axes combined, Permanent Bridges for Railways, Permanent and portable (demon-  
strable) Bridges for Roads, Bridges and metallic Frames, Steam Launches and Steamboats,  
Bollers and Steam Engines, Dredgers.

**CONTRACTORS**  
FOR  
Constructing and Working  
Railways and Tramways



M. Oppenheimer &amp; Co., Paris.

## NEW YEAR HOLIDAY.

THE Undermentioned INSURANCE  
OFFICES will be CLOSED for the Transac-  
tion of Public Business, on MONDAY,  
the 1st January, 1900.

JARDINE, MATHESON & Co.,  
General Agents,  
CANTON INSURANCE OFFICE, LD.  
General Managers,  
HONGKONG FIRE INSURANCE CO.,  
LIMITED.

DOUGLAS JONES,  
Secretary,  
UNION INSURANCE SOCIETY OF  
CANTON, LD.

W. H. PERCIVAL,  
Agent,  
NORTH-CHINA INSURANCE CO., LD.  
Acting Secretary,  
CHINA TRADERS' INSURANCE CO.,  
LIMITED.

SHEWAN TOMES & Co.,  
Agents,  
YANGTSE INSURANCE ASSOCIATION,  
LIMITED.

GEO. L. TOMLIN,  
Secretary,  
CHINA FIRE INSURANCE CO., LD.  
Hongkong, 23rd December, 1899. [1509a]

## NEW YEAR HOLIDAY.

IN accordance with the Provisions of Ordinance No. 6 of 1875, the Undermentioned  
BANKS will be CLOSED for the Transac-  
tion of Public Business, on MONDAY, the  
1st January, 1900, respectively.

For the CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA,  
T. H. WHITEHEAD,  
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING  
CORPORATION,  
T. JACKSON,  
Chief Manager.

For the NATIONAL BANK OF CHINA,  
LIMITED,  
GEO. W. F. PLAYFAIR,  
Chief Manager.

For the MERCANTILE BANK OF INDIA,  
LIMITED,  
JOHN THURBURN,  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,  
Hongkong Agency,  
L. BERINDOAGUE,  
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,  
HONGKONG BRANCH,  
CHANTREY INCHBALD,  
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,  
S. CHOH,  
Agent.

For the IMPERIAL BANK OF CHINA,  
E. W. RUTTER,  
Acting Manager.

Hongkong, 23rd December, 1899. [1509a]

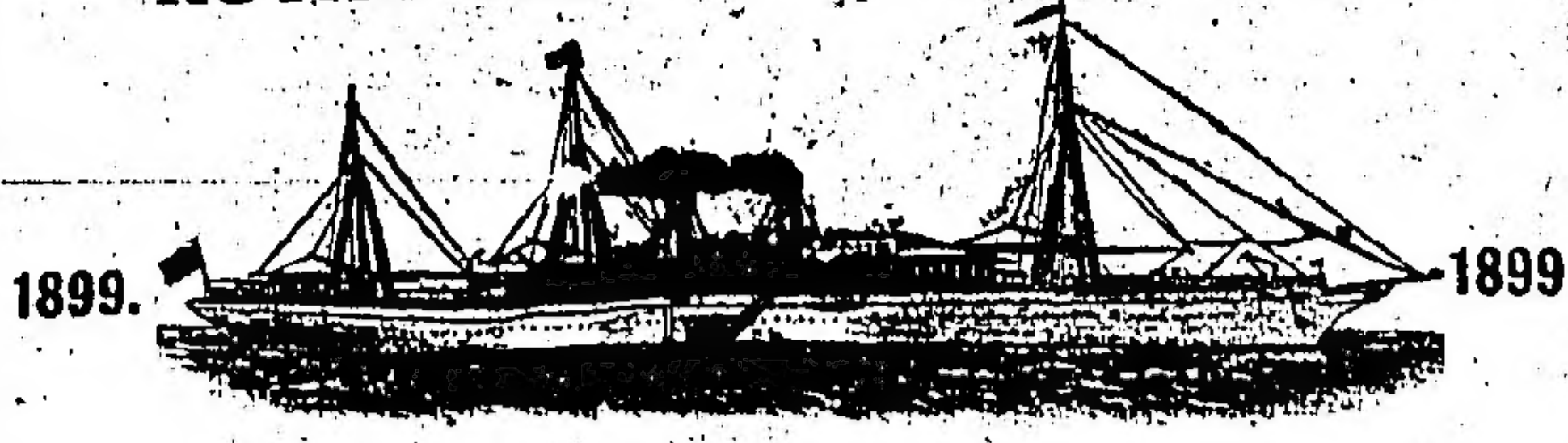
GERMAN CHURCH AND SCHOOL  
SOCIETY.

THE SCHOOL of the above Society will be  
OPENED on MONDAY, the 8th  
January, 1900, at the Hall of the UNION  
CHURCH and will be under the Personal  
Superintendence of Pastor and Mrs. KRIEGLER.  
As the number of Pupils to be admitted is  
limited, there are only a few Vacancies and  
Parents desirous that their children should  
join are requested to apply to the Undersigned  
for all Particulars.

PAUL BREWITT,  
Hon. Secretary,  
Zetland Street, No. 2.  
Hongkong, 15th December, 1899. [1509a]

"THE ABSENT MINDED BEGGAR."  
GRAND NEW PATRIOTIC POEM by  
RUDYARD KIPPLING, Music by Sir  
ARTHUR SULLIVAN.  
Has created a unique unexampled, amazing,  
immense.  
Order at once "for your Credits Sake and  
Pay, Pay, Pay."  
Proceeds given to Patriotic Fund.  
ROBINSON PIANO CO.,  
Hongkong, Shanghai & Singapore.  
Hongkong, 20th December, 1899. [1509a]

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots:

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 14th Feb., 1900.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 14th Mar., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND  
SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER  
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and  
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS  
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM  
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made  
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.  
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and  
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World's  
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Parker's Street.

Hongkong, 20th December, 1899.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN PORTS.)

## THE Steamship

"PARRAMATTA,"  
Captain A. Symons, R.N.R., carrying Her  
Majesty's Mails, will be despatched from this  
for BOMBAY, &c., on SATURDAY, the 6th  
January, 1900, at Noon, taking Passengers and  
Cargo for the above Ports.

Silk and Valuable, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay with Transhipment.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 23rd December, 1899. [5]

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA  
AND EUROPE;

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Copile (via Shanghai) Saturday, 20th Jan.,  
Nagasaki, Kobe, In- 1900, at Noon.  
land Sea, Yokohama  
and Honolulu.

Gaelic (via Shanghai) Tuesday, 13th Feb.,  
Nagasaki, Kobe, In- 1900, at Noon.  
land Sea, Yokohama  
and Honolulu.

Doric (via Shanghai) Saturday, 10th Mar.,  
Nagasaki, Kobe, In- 1900, at Noon.  
land Sea, Yokohama  
and Honolulu.

THE Company's Steamship  
"COPTIC,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA & HONOLULU,  
on SATURDAY, the 20th January, 1900, at  
Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities  
of the United States or Canada. Rates, and  
particulars of the various Routes may be ob-  
tained upon application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Passengers who have paid full fare, re-embarking  
at San Francisco for China or Japan  
(or vice versa) within one year, will be allowed  
a discount of 10 per cent. This allowance does  
not apply to through fares for China and Japan  
to Europe.

All PARCEL PACKAGES should be marked to  
address in full; and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
Queen's Building,  
H. A. RITCHIE,  
Superintendent, Hongkong.  
Hongkong, 20th December, 1899. [1509a]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER.	DESTINATION.	SAILING DATE.
INABA MARU	MARSEILLES, LONDON & ANT- WERP VIA SINGAPORE, PENANG, W. Bainbridge	SUNDAY, 14th January, at Colombo and Port Said.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 27th December, 1899.

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NORDEUTSCHER  
LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,  
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOVA, PORTS IN THE LEVANTE; BLACK  
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA  
LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	HAVRE and HAMBURG.	12th
Burnmeister	(LONDON with transhipment in HAMBURG)	January.
SARNIA	HAVRE and HAMBURG.	About 22nd
Fuchs	(LONDON with transhipment in HAMBURG)	January.
*SILESIA	MARSEILLES, HAVRE & HAMBURG.	About 31st
Beltrami	(LONDON with transhipment in HAMBURG)	January.
WITTENBERG	HAVRE and HAMBURG.	About 2th
Madsen	(LONDON with transhipment in HAMBURG)	February.
HOLSTIA	HAVRE and HAMBURG.	About 10th
Bahle	(LONDON with transhipment in HAMBURG)	February.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and  
a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

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CARLOWITZ & Co.,  
Agents.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)	Wednesday, 3rd Jan., 1900, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)	Saturday, 27th Jan., 1900, at Noon.
HONGKONG MARU (via Shanghai, Naga- saki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 22nd Feb., 1900, at Noon.

## THE Steamship

"NIPPON MARU"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA & HONOLULU, on  
WEDNESDAY, the 3rd January, 1900, at Noon,  
taking Freight and Passengers for Japan, the  
United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities  
of the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways and from  
Chicago to destination the choice of direct  
lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be received at Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

S. VAN BUREN, Agent,  
Hongkong, 10th December, 1899. [1509a]

U.S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP CO.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"ALGOA" (via Moji, Kobe, Yokohama & Hono- lulu)	Saturday, 10th Feb., 1900, at Noon.
China (via Shanghai, Nagasaki, Kobe, In- land Sea, Yokohama and Honolulu)	Saturday, 3rd March, 1900, at Noon.
City of Rio de Janeiro (via Shanghai, Naga- saki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 27th March, 1900, at Noon.

## THE U.S. Mail Chartered Steamship

"ALGOA"  
will be despatched for SAN FRANCISCO,  
via MOJI, KOBE, YOKOHAMA & HONO-  
LULU, on SATURDAY, the 10th February,  
1900, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities  
of the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct  
lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Service, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for transpor-  
tation to Yokohama and other Japan Ports, to  
San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
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Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

S. VAN BUREN, Agent,  
Hongkong, 10th December, 1899. [1509a]







